

No. 6270 號十七百二千六第 日壹初月二十年丑丁緒光 HONGKONG, THURSDAY, JANUARY 3RD, 1878 四拜禮 號三月正英 港香 [PRICE \$21 PER MONTH]

10-11-61

**THEATRE ROYAL, CITY HALL.**

THIS EVENING,  
THURSDAY, 3RD JANUARY, 1878,  
AND SATURDAY, THE 5TH.

**PROFESSOR THORN.**

Artist in His Majesty's Emperor of Germany,  
and to His Excellency the Viceroy,  
Lord Lytton.

Patronised by several reigning Princes of  
Europe, and by all the Governments.  
THORN, will appear in his  
MARVELLOUS SCIENTIFIC and PLEASING  
DRAWING ROOM  
ENTERTAINMENT,  
embracing the  
PHENOMENA OF MODERN SPIRIT  
MEDIA.

Enriched with Professor THORN'S Amusing  
and Instructive Explanation  
**HOW IT'S DONE**

Each of the following Experiments will be per-  
formed at the conclusion of every  
Entertainment—

**THORN'S FLYING HOLANDIAN SACK;  
LAVENDER DISAPPEARING FROM HIS BAG;  
WITH CANARIES and the RE-ATTEAZING  
IN FULL VIEW OF THE AUDIENCE.**

**THORN'S MEDIUM SECURED IN THE  
SACK OF THE COUNT DE MONTE  
CHRISTO.**

**PALESTINE, OR TAKING A LIVE MAN TO**

THROUGH THE AID OF INVISIBLE  
AGENTS."  
**NEW LIGHT SEANCES."**  
"THE MEDIUM FLYING IN THE AIR AND  
TAKING THE CABINET WITH HIM."  
**THE SPIRITS SUPERSEDED."**  
"INEXPLICABLE BLOOD WRITING."  
"CLAIRVOYANCE, OR ANTI-SPIRITUAL  
MANIFESTATIONS," &c.  
Professor THORN has been presented with  
letters, expressing appreciation of his Entertainments  
by 22 reigning Emperors and Princes of

ing in English he quotes as follows:—  
 "Professor THOMSON gave one of his pleasing entertainments at Simla under my patronage and a private Seance at Government House. I was much pleased with his Performances and I think him a remarkably skillful and graceful professor of Legendein.  
 (Sd) LYFTON,  
 Government House, Simla, 8th June, 1827."

PRICES OF ADMISSION. —  
 To all Parts of the House. TWO DOLLARS.  
 Seats can now be secured at MESSRS. LANE,  
 BARRAFOOD & Co.'s; where a plan of the House  
 can be seen.  
 Doors open at 5.30 p.m.; Commence at 7 p.m.

Chairs may be ordered for 11 A.M.

For Particulars, see Programmes and Handbills.

Hongkong, 31st December, 1877. [67]

**HONGKONG CHORAL SOCIETY.**

THE FIRST CONCERT OF THE SEASON  
will take place on **THURSDAY, the 10th**  
anniversary, 1878, the PROCEDEE of which will be  
devoted to the **PRAYER for Believing the FARMER**  
of the **NOBLES OF CHINA.**

Hongkong, 18th December, 1877. [56]

**MATEUR DRAMATIC CLUB OF HONGKONG.**

THE MEMBERS of the above CLUB will give a  
**PERFORMANCE**  
at the  
**THEATRE ROYAL, CITY HALL,**  
**ON SATURDAY,**  
January 12th, 1878.

When will be presented a Comedy, entitled  
"WINE AND THE LAW,"  
to be followed by a Farce by CH. SNEY, Esq.,  
entitled  
"BOOTS AT THE SWAN."

Tickets may be had at Messrs. LAKE, CHAW-  
WELL & Co.'s and after WEDNESDAY, 21  
January.

Doors open at 5.30; Performance to commence  
at 8 o'clock.

CHAS. C. COHEN,  
Fin. Secretary.

Hongkong, 1st January, 1878. [65]

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**NOTICES TO CONSIGNEES.**

**OCEAN STEAMSHIP COMPANY.**

CONSIGNEES per Company's Steamer  
"ACHILLES"

are hereby notified that the Cargo is being dis-  
charged into Cuffs, "handed at the Governors of  
the Customs," and that the same will be at their  
disposal, and they are both asked that they will  
be Undersigned, in both cases it will be at  
their consignees risk. The Cargo will be ready for  
delivery from Cuffs or Godown on and after the  
2nd January, 1878.

The Goods undischarged after the 8th January,  
1878, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents,  
Hongkong, 2nd January, 1878. [1883]

FROM CALCUTTA, PENANG, AND  
SINGAPORE.

**VENICE**  
Having arrived from the above Ports Consignees  
Cargo are requested to send in their Bills of  
Lading and other documents for Counter-sig-  
natures, and to take immediate delivery of their  
Goods.  
Cargo impeding the discharge will be at once  
removed and stored—Consignees' risk and ex-  
penses, uninsured against fire and theft.  
**JARDINE, MATHESON & Co.**  
Hongkong, 22nd January, 1875. (149)  
FROM LONDON AND SINGAPORE.

**THE Steamship "MALAKA"**  
Having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk and stored in the Godowns of the  
Wharf, where they will be at the disposal of the  
Agents. All Cargo remaining undelivered after the 6th  
January will be subject to rent.  
No No. 100 Tonnage has been effected.  
Bills of Lading will be countersigned by  
**JARDINE, MATHESON & Co.**

Hongkong, 31st December, 1877. [70]  
STEAMSHIP "TIGRE."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
NOTICE.  
CONSIGNEES of Cargo per Steamship  
"EUPHRATE."  
From London, in connection with the above  
Steamer, are hereby informed that the Goods  
to be transhipped and stored on board of the  
Company's Godown, whence delivery may be  
taken immediately after landing.  
Optimal Cargo will be forwarded cartless  
immediately is received from the Consignees be-  
fore TO-DAY, the 31st Instant, at P.M., re-  
specting it to be landed here.

Goods remaining unclaimed after MON.  
A.E. the 7th January, at Noon, will be sub-  
ject to rent and landing charges.  
No Fire Insurance has been effected.  
H. DU PQUEY,  
Agent.







ing; most of these are traceable to some radical defect in the boilers, either in the design or to the inferiority of the metal employed in their construction, a remedy for which is not possible until the defective boilers have been used for some time and a approval of competent officers. This is a matter which vitally concerns the public safety. It has been sworn by some of the scientific witnesses at the recent investigations before the Coroner and at the Magistrate, that it is the only effectual way of providing against the recurrence of boiler accidents is Government inspection, and that original home tests and frequent re-examinations of this nature the former years past, there has been in operation an Insurance Company in England for the purpose of protecting the users of steam power from the consequences by providing for periodical inspection of boilers and machinery by competent men and for compensation for the damage resulting from such accidents. It appears from the evidence given by the witnesses that during the last years previous to 1871 over five hundred boiler explosions took place in the United Kingdom, resulting in a fearful loss of life and serious personal injuries. A similar company might well be established in China. At all events it is time that Government should take the matter up, for the safety of the public imperatively demands it. It is not possible to deal with the matter as an ordinary dealing with the subject should not be passed. None, we believe, are more anxious than such legislation should take place than the owners of steamships.

LOCAL AND DISTRICT EVENTS OF  
THE YEAR 1877.

- 1st.—Fire at Shanghai, two persons burned, death, eighteen houses destroyed.
- 2nd.—Great fire at Amoy, 39 Chinese houses burned down, 100 persons injured, 100 houses damaged.
- 3rd.—Arrival of British ship *John Canton* on the coast of the Island of Batavia, in the Philippine Islands.
- 11th.—1st Concert of the season of the Choral Society, at City Hall, Hongkong.
- 15th.—Meeting of Shareholders of the S. S. Navigation Company, at which the sale of the Company's plant and "China Merchants' Company" was presented.
- 16th.—Address presented at Shanghai to M. W. H. Medhurst, British Consul-General, of his leaving China.
- 18th.—Maiden Session in Hongkong, which was presented to Sir John Jackson.
- 19th.—Loss of the British bark *Asia* grounded on a rock near Double Island, entrance of Chefoo Harbour.
- 22nd.—Arrival of the Chinese Envoy in London.
- 23rd.—Annual yacht race for the Douglas Challenge cup at Hongkong; won by *Witland*, of the Hongkong Yacht Club; prize presented by H. E. Sir Arthur Kennedy.
- 24th.—Loss of the S. & A. M. steamer *Singapore* on her passage from Cootunkow to China.
- 31st.—Second Concert of the Choral Society, at City Hall, Hongkong.
- 10th.—Outbreak of Satsuma rebellion, Japan.
- 11th.—Loss of the British bark *Lety Gates* on the Pratas Strait, with four of the crew.
- 12th.—Annual Meeting of Chamber of Commerce, Hongkong.
- 16th.—Loss of the British bark *Waverley* on the coast near the Faeroes; the captain and one sailor lost.
- 17th.—Annual Floral and Horticultural Exhibition, Public Gardens, Hongkong.
- 19th.—"Aladdin, or the Wonderful Lamp" performed at Theatre Royal by the Dramatic Company. The O. S. S. Co's steamship *Witland* left the wharf and lost her propeller while on her voyage from Singapore to Hongkong.
- 22nd.—Hongkong Races, first day.
- 23rd.—Hongkong Races, second day.
- 24th.—Hongkong Races, third day.
- 25th.—Hongkong Races, off day.—Races Ball.
- 26th.—Farewell banquet to Sir Arthur Kennedy in the City Hall, Hongkong.
- 1st.—Departure of Sir Arthur Kennedy, Queenstown.—Hon. J. G. Austin assumes Government as Administrator.
- 2nd.—Meeting of Legislative Council, a vote of thanks to the Government for the loan and re-construction of Praya, Wai valued at \$50,000 to be appropriated at once for the work.
- 3rd.—Great fire in foreign settlement at Pooncho between three and four hundred native houses, 100 persons injured, 100 houses damaged, promises at Ichang by a native mob.
- 7th.—The O. C. S. N. steamer *Sin Menzies* in the C. M. steamer *Yang* collided in the Peiho River, the former sustaining considerable damage.
- 9th.—Week of the Spanish man-of-war *Sisga* on an unknown rock between Danzig and Berlin.—Annual Naval and Military Athletic Sports, Hongkong, first day.
- 10th.—Annual Naval and Military Athletic Sports, Hongkong, second day.
- 26th.—Violent demonstration by natives at Ningpo against the foreign bridge-keepers.
- APRIL.
- 1st.—Hongkong entered the Postal Union. Postage rates reduced from date.—The port of Whin, Wenchow and Ichang formally opened to foreign trade.
- 2nd.—The port of Pakhoi formally opened to foreign trade.
- 8th.—Week of the British bark *Serpent* anchored twelve miles from the Taku outer anchorage.
- 15th.—M. M. Grimmer, manager of the Temperance Hall, Shanghai, mobbed and severely beaten by a crowd of natives in that neighbourhood.
- 21st.—A large party of "Peking" sail, 100 persons, to police a narrow channel of Li-Hu-shang.
- 22nd.—Arrival of H. E. Pope Hennessy in Hongkong.
- 23rd.—M. P. Pope Hennessy sworn in as Lieut. Governor of Hongkong.
- 1st.—Governor Hennessy's first *levee*.
- 16th.—Loss of the P. M. steamer *City of Francisco* off Acapulco.
- 18th.—M. M. Ng Kong, the first Chinese barkmaster, arrived from Yokohama.
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- 31st.—M. M. Ng Kong, the first Chinese barkmaster, arrived from Yokohama.
- JUNE.
- 3rd.—St. Joseph's Roman Catholic Church, Hongkong, opened for service.
- 4th.—Arrival of the Chinese barkmaster *Gen* and *Deke* in Hongkong from Portsmouth.
- 18th.—M. M. Ng Kong, the first Chinese barkmaster, arrived from Yokohama.
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- 31st.—M. M. Ng Kong, the first Chinese barkmaster, arrived from Yokohama.
- JULY.
- 1st.—First Chinese civil marriage in Hongkong.—Dramatic Amateurs performed "Not for the Money" in Theatre Royal, Hongkong.
- 15th.—Severe gale at Yokohama. The *Anda* dragged her anchor and collided with steamer *Chalk*, the carpenter of the former being killed.
- 16th.—Loss of the British bark *Waverley* on the coast near the Faeroes; the captain and one sailor lost.
- 17th.—Total loss of the M. M. steamer *Mail* on the coast near the Faeroes; the captain and one sailor lost.
- 18th.—Disastrous inundation at Fookchow, 4,000 persons of houses washed away, and thousands of persons rendered homeless and destitute.
- 21st.—Meeting of Legislative Council, Hongkong, at which the Ordinance passed and numbered 1 of 1877.
- 23rd.—The O. & C. steamer *Deague* lost her propeller while on her voyage from Yokohama to Hongkong.—Typhoon in Japan; the Japanese bark *Sark* and two or three other vessels lost.

30th.—Loss of the Russian barge *Reinhold* on the  
Amur, with about thirty miles off the North  
Bank, China Sea. Spurred gale at Shanghai  
and great danger to the recently unloaded cargo  
of flour on the river. Calm at night.  
6th.—Hotter day of the year in Hongkong.  
(Maximum 85° Fahrenheit.)  
11th.—Unprovoked outrage on two missionaries  
by a gang being by Chinese military standards.  
21st.—A quiet sports of Victoria. Recreation  
Club, second day.  
22nd.—A quiet sports of Victoria. Recreation  
Club, second day.  
27th.—Loss of the British barge *Adelphi* off New  
chwang.  
AUGUST.  
10th.—Five places of call on the Yangtze to  
Tunging, Ninghsien, Wancha, Luohsiu, and Shih-  
shui. Formerly declared open to foreign vessels.  
25th.—Presentation of address to Mr. A. C.  
Latham, late Acting Consul General for Por-  
tugal in Hongkong, by the Portuguese com-  
munity.—Captain Poland, of H.M.S. *Juno*,  
instructed by a military band leader on his way  
from Shanghai to Shanghai.

- 22nd.—Explosion of Nagasaki by the Japanese rebel fleet, Nagasaki.
- 17th.—Meeting of Legislative Council, Hongkong. The Governor announces his policy on prison discipline, &c.
- 21st.—Severe typhoon in the Formosa Channel, the Japanese steamer *Kailar* wrecked on an island at the entrance to the Taiwan Straits. Great damage done on the Pootien coast.
- 24th.—Saikuma rebels in Japan return with great booty, and their leaders, Sado and Kirino, killed. Embargo laid on the export of rice from Siam.

OCTOBER.

- 1st.—First serious railway collision in Japan, at the Kobe and Kio line; two passengers killed.
- 2nd.—British battle ship, while on the passage from Hongkong to Newchwang, struck on the Panta shoal and had to be abandoned.
- 11th.—Severe gale at Yokohama, considerable damage done and adrift.
- 15th.—Loss of the British battle ship *Gambetta* off the coast of the Empire of the Philippines.
- 21st.—The Shanghai and Woosung railway closed to traffic by the Chinese Authorities.
- 22nd.—Mr. O. B. Bradford, U. S. Vice Consul General at Shanghai, found guilty of breach of trust in opium matters and sentenced to fine and imprisonment.
- 25th.—Loss of the American ship *Granger* on the Swallow Reef in the China Sea.

NOVEMBER.

3rd.—Annular Concert at City Hall, Hongkong, in aid of the Indian Famine Relief Fund.

4th.—Arrival of Vice Admiral Hillyar, O.B., Hongkong to take command of the British Squadron in China.

6th.—Campdoor explosion on a Chinese junk near Cheung Chow; the vessel blown to pieces and twenty persons killed.

10th.—The British barge *Arcturys* went ashore to collect the Customs duties.

15th.—Meeting of the Legislative Council, Hongkong. The Governor introduces the Budget and estimates the revenue for the next year over a million dollars.

14th.—Presentation of medals and rewards to H. E. the Governor of Hongkong in China, junkmasters for saving the crew of the British ship *Thetis* from the pirates.

22nd.—Terrible boiler explosion on board the coasting steamer *Yess*, while at the wharf Hongkong; eighty-seven persons killed.

- 27th.—The German barkentine *Johnson* *Radulph* burns to the water's edge when off Subilaya Midore.
- 28th.—A Chinese junk laden with gunpowder bound from Hongkong to Macao, forced to turn back by a storm, and a Chinese gunboat to intercept at Co-shing moon Pass.
- 30th.—Arrival of the Chinese Envoy to Japan Nagasaki. St. Andrew's Ball at the City Hall Hongkong.
- 1st.—Deaths.
- 1st.—Loss of the Chinese barkentine *St Joseph* off Hongkong, while on her voyage from Hongkong to Hoanghai.
- 6th.—The steamer *Plutarch*, struck on her passage from Singapore to Hongkong, with all the cargo on shore. Her cargo was obtained from Manila, and was safely landed off at the anchorage.
- 15th.—The Chinese Commissioner by Chinese at Batavia, near Tamiu, Hongkong; the mission threatened, and the missionary's life threatened.
- 18th.—Chinese deputation to the Governor Hongkong, paying for the release of the notorious pirate, Lee Lam, and.
- 21st.—Destruction fire at Shanghai—Victor Annals Bazaar, first day.
- 22nd.—Victor Bazaar, second day.
- 28th.—25th Regiment ordered from Hongkong to Singapore.
- 29th.—Kowloon Club closed.
- 31st.—Arrival of English and French mail at Hongkong with the same hour.

VICTORIA REGATTA

First Day—December 21st.  
The agreeable weather with which

[illegible]

1. Plains Road, "Bottle Road," For Shingle, Dr.  
Rolling Road, "Bottle Road," Distance 0.  
 2. Mile, Plains, "Bottle Road," Open to all  
who, has business on "Bottle Road,"  
China and Japan.  
 3. Station No. 1, Mr. P. Richard Laid  
(Godia).  
 4. Station No. 2, Mr. D. C. Travers (Conard).  
 5. Station No. 3, Mr. E. D. P. Aglin (Nelson).  
 6. Station No. 4, Mr. J. W. P. Aglin (Nelson).  
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 97. Station No. 95, Mr. J. W. P. Aglin (Nelson).  
 98. Station No. 96, Mr. J. W. P. Aglin (Nelson).  
 99. Station No. 97, Mr. J. W. P. Aglin (Nelson).  
 100. Station No. 98, Mr. J. W. P. Aglin (Nelson).  
 101. Station No. 99, Mr. J. W. P. Aglin (Nelson).  
 102. Station No. 100, Mr. J. W. P. Aglin (Nelson).

and Lady of the Lake again showed to the fore and the race between these two was a close one, the former being the victor. The champion ran on well alone behind. The other two dis qualified themselves by going outside the course but they were never in the race. The Lady of the Lake was the victor; best champion and produced the Polles in the rear winning about two lengths; a length between second and third. Time 3:10. 2000. Heat had six of the Lady of Lake and the champion. Chairman's Cup.

Four-eared Canton Cutters. Distance One mile and a half. Entrance 310.

1. Mr. J. D. Brown. 1st. 9th. 91lb.  
No. 3. Mr. J. A. L. Coker, R.A. 12st. 71lb.  
No. 3. Mr. C. R. Travers. 11st. 113lb.  
Steele Capt. G. Conner, 28th Regt. 10st. 113lb.  
No. 1. Mr. J. D. Brown. 1st. 9th. 91lb.  
Station No. 1. "Ella." Second.

No. 2. Mr. W. D. Harper. 16st. 10lb.  
No. 3. Mr. A. C. Roddie. 16st. 10lb.  
No. 4. K. K. K. 16st. 10lb.  
Steele, Mr. E. B. L. Wooding. 15st. 10lb.  
Cox E. Ty (Chapman). 1st. 8st. 10lb.  
Station No. 2. "Victoria." Third.

No. 1. H. S. S. 16st. 10lb.  
No. 2. Mr. T. W. Ginger. 1st. 6lb. 10lb.  
No. 3. Mr. C. V. Smith. 1st. 6lb. 10lb.  
Steele, Mr. S. S. Edge. 10st. 10lb.  
No. 4. L. L. L. 10st. 10lb.

The heats started in perfect line and for three hundred yards continued in this position, not showing in front of the others. From the point where the horses began to show they were in the following order: the champion, the Lady of the Lake, the Polles, the second and third.

good length, the other two being still well to the rear. Elfin at this time was pulling thirty-five strokes to the minute. Victoria thirty-four; at this point she had been making twenty-three. The thirty-third stroke of Elfin's third pull, Victoria thirty-two, Elfin thirty-one. At this point Victoria took a false start, and Elfin took by hook, and came in winning by a third of a length after an exciting time. Time, 10 min., 37 sec.

**FOURTH RACE.—For Men of War Gigs**  
Whalers. Distance One Mile. Entrance \$100.  
First Prize, \$125; Second, \$50. Time allowed 10 min.

There were three entries for this race, Commores Watson's Galley, H. I. G. M. S. North Star Gig, and H. M. S. Elys Whaler, but only the first-named turned up, and there was consequently no race in accordance with the rule that no more than one boat shall start. The Commores men were evidently prepared to win, had their boat neatly blacked-out, and looked much disappointed when they found no competitors. They went away apparently not very much concerned by the assurance that "Alls man fear you to."

**FIFTH RACE**—**"LADIES' PURSE"**—For Single  
Pair, Sailing Boats. Distance One Mile.  
Entrance \$5.  
Station No. 1, Mr. H. M. Schultz's "Lady G"  
beat the "Blossom" of Station No. 2.  
Station No. 5, Mr. J. Edger's "Beaconsfield"  
This like the other sailing race, pro-  
walk over. When the boats had got about to  
hundred yards Edger fell over. He pulled  
himself up and started again, but the boat  
Schnitz stopped and offered to start again, b-  
the other was not accepted, and Schultz was  
on alone.

**SIXTH RACE**—For Horse Boats. Distance  
by Chummen. Distance One Mile. Entrance  
\$1. First Prize, \$15; Second, \$5. Time 4  
Oars, 6 seconds per Oar.  
Station No. 4, Messrs. Lane, Crawford & Co.'s  
"Horse Boat" beat the "Horse Boat" of Sta-  
Station No. 2, Police Boat (The Best).  
This was without exception the best race  
of the day. The boats were close together  
until the last 100 yards, when the "Horse Bo-  
Crawford & Co.'s boat started ahead, but at  
last her lead, before the police station was  
reached, and the Best-saving rowing ahead and  
leading by three quarters of a length and took  
the "Horse Boat" of Crawford's boat, who  
behind and appeared to be almost out, but  
but her men pulled up well towards the finish  
and the boats men being fagged out, the near-  
by between the Commercial and the house-  
boat, which was in a clever manner by  
length. Time, 5 min. 49 sec.

**SEVENTH RACE**—International Race. "Ch-  
Large Cup," presented by the Merchants

Hongkong—for Four-Oared Canton Cutter  
To be won two consecutive years before being  
held. Distance One Mile. Entrance 310.  
Station No. 2—Irish—"Shamrock"—First.

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Wetw...		M. 18. 6
Nasmit		2 15 00
Nalad		2 18 00
Nalad		2 18 30
In the reach across to the Northern mark Naoi just held her lead, as will be seen by the time rounding—		
Nasmit		M. 18. 6
Nalad		2 18 30
Nalad		2 20 30
Nalad		2 25 40
Maid no longer to hint Naoi very close and crossing Regatta Bay the two fast to win ward. The two boats still hung together they marked the horizon; Naoi's boat round the other. The first round the course was complete—		
Nalad		M. 18. 6
Nasmit		2 27 30
Nasmit		2 27 40
Wetw...		2 32 20
After gything, Naoi made every Naoi mark, and Naoi's boat to windward and looking well if there should not be a quick wind as the opened out the sea, as she made due of it mark before checking still. A regular "ph boat, but down as the boat was turning point, Naoi went along in a perfe "smother," but regaining nevertheless, and Naoi finding her deck water too much for her, to "tossal again, as they landed round the mark—		
Nalad		M. 18. 6
Nasmit		2 30 20
Nasmit		2 32 20
Wetw...		2 34 20
Naoi still stuck to her goal, and with her		

reached across to the Changhuo dock at great pace. Wave was all the time doing her best, indeed in such a breeze and jump and her little finger aloft all the way. Naiad and Naoni were up again as she neared Changhuo, but Naoni had now a very commanding look. "The fishes," had the once well in hand. The Nain Changhuo was rendered—

	N. M.	N.	E.
Wave	3	55	59
Naiad	8	10	37
Naoni	4	40	50

After rounding all sorts of dangers on lower part for the reach home, and Naiad running in lighter wind began to come back to Naoni's trailer, but her crew, asking this, set a second monitor, which was served by Naoni, for the second encounter she slipped away once more, and got her winning gun at—

	N. M.	N.	E.
Naiad	4	21	00
Naoni	2	27	38
Wave	4	27	38

We were unable to find Arlet at the different

marks; but the gallantly held on in spite of the  
 injury a hopeless stern chase, and finished it  
 second round at 38.65m, an exceedingly good  
 performance under the circumstances.

**SECOND DAY—Dec. 22nd.**

The sports on this day were conducted  
 the cheering and the following and the  
 one present appeared thoroughly to enjoy the  
 salve. Most of the merchant ships in port were  
 again decorated, and conspicuous among the  
 the Zeigle, whose flag flying, beating war  
 profane. There was a large company of  
 on flagship than on Friday, and amongst the  
 present in the early part of the afternoon was  
 His Excellency the Governor. A few hours  
 were given up, but notwithstanding the  
 was not greatly diminished by the  
 breeze; for, notwithstanding the sun it was re-  
 verently on the flagship, and wraps were in great  
 request. The band of the 28th Regiment was  
 present and played the following programme:

March	.....	.....
Procession	.....	.....
Valde	.....	.....
Selection	.....	.....
Selection	.....	.....
Selection	.....	.....
Galop	.....	.....

There was a goodly hall dreary for the yacht  
 and open boats in the early part of the afternoon  
 and strong breeze blowing, and the  
 the sailing proved interesting, and the fall of the  
 wind made it better for the rowing races; the water  
 was less lumpy during the latter part of the afternoon  
 on Friday. The sailing was very  
 to include by the breeze, and consequently the  
 prize will be awarded, although the Na-

The sailing race for open boats was an exciting event, a fair number of the sailors coming up the winning post in pretty close order. T

moving events were nearly all reduced to matches between the two sides. The latter were, however, very well-contested there was a dead-end about them. The inside was much better. The first race was a 100-yard dash, entered for the Recreation Club is much indebted to Mr. Gillis; who presented it to the club, for his generosity;

On the conclusion of the programme the members of the board of the ship Mr. Jackson, the Chairman's wife, who so gratulated the winners on their success in pleasant manner. "The Captain Connors" was escorted to the ship by the two other winners who were especially complimentary and said that fishermen were always to the front whereas three others are given for the gallant Captain, and the Chairman then called for a glass of beer, which was heartily given, after the price had been presented, the Secretary (Mr. Dudley C. Travers) called for three cheers for Mr. Jackson, and these were supplemented by a cheer for the Chairman. Cheers were then given for the Captain, and the Chairman called for three for the Secretary, and Mr. Travers well-earned cheers were given in a hearty manner. The company then went on board the Fano, loby by the Deck Company, and as the ship was about to start, the Captain called for the *Sunda* and her commander, Captain Reeves. The *Sunda* replied with a gun, her flag dropped and so ended the Regatta.

**FIRST RACE.**—For Gips pulled by Europeans. Non-Commissioned Officers and men of all ranks. Entrance \$10. Distance One Mile. Entrants: 1st. First Prize, \$10. Second, \$5. Winner of Second Race on Friday and out-ripped both boats.

**STARTING.**—For Police pulled by Europeans. Entrance \$10. Distance One Mile. Entrants: 1st. First Prize, \$10. Second, \$5. Winner of Second Race on Friday and out-ripped both boats.

**STARTING.**—For Police pulled by Europeans. Entrance \$10. Distance One Mile. Entrants: 1st. First Prize, \$10. Second, \$5. Winner of Second Race on Friday and out-ripped both boats.

Only two boats started for the race, the second and third boats in the second race of Friday. Shamrock's 20 lost her oar at the second stroke. The boat was forced to row slowly to the finish. The race continued the other call. Yow-mah's village was passed, when the soldiers began to pull up and came almost level with the leader. The police, however, again pulled up and came almost level with the soldiers. The soldiers made a desperate struggle to the finish, but did not succeed; the police winning by a few strokes.

**SECOND RACE.**—For House Boat pulled by Europeans. Entrance \$10. Distance One Mile. Entrants: 1st. First Prize, \$10; Second, \$5. Winner of Sixth Race on Friday again exulted. Time for Ours 8 seconds per oar.

**STARTING.**—For Boat (6 oars). Entrance \$10. Distance One Mile. Entrants: 1st. First Prize, \$10; Second, \$5. Winner of Sixth Race on Friday again exulted. Time for Ours 8 seconds per oar.

The Commissioner took the lead at the commencement and increased all the way winning easily by four lengths. The time was better by about one second than in the last race. Time for Ours 8 seconds per oar.

**THIRD RACE.**—Member Club presented by Members of "The Victoria Recreation Club."—For One Oared—Canoe Outrigger. Distance One Mile and a half. Entrance \$10. Winner of Sixth Race on Friday again exulted. Time for Ours 8 seconds per oar.

Station No. 1.—Elin—First.  
Bow, Mr. W. D. Hargis ..... 10st. 0lb.  
Do, Mr. E. A. Coddie ..... 12st. 6lb.  
Do, Mr. K. K. Riddle ..... 12st. 6lb.  
Strooke, Mr. M. L. Woodin ..... 12st. 2lb.  
Corr. E. Tye (Chinese) ..... 8st.

Station No. 2.—Victoria ..... Second.  
Bow, Mr. George B. A. ..... 11st. 7lb.  
Do, Mr. T. W. Glasgow ..... 11st. 10lb.  
Do, Mr. C. V. Smith ..... 11st. 6lb.  
Strooke, Mr. S. J. Edgar ..... 10st. 0lb.

Elin showed to lead almost immediately after the start and at the mile post was leading half-a-length and giving way. Opposite the Post Office he was overtaken by Victoria who took him up to the finish of the village was a good two lengths ahead, pulling thirty-two strokes to the minute. Victoria was pulling thirty-six to the minute and was making her stroke much better than Elin. At the end of the race she looked up little, but Woodin's men were rowing well within themselves. Opposite the Barracks Elin was put on to a very good point, increased her stroke and made a dash for it. She was now drawing Elin's nose clear length, but Woodin held his own and came in a good winner two lengths. Both boats pulled well throughout the race.

FOURTH RACE.—Sault Saints. Cup presented by the Parish Community. Distance C. Mile. Entrance \$5. Winner of the "Lad

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number of days being the longest. The boat was  
 100 ft. long, 12 ft. wide, and 4 ft. high. It was  
 four lengths. The race was a close one, but  
 the Tamar's boats, but No. 1 steadily kept  
 until she came in a length ahead. Time, 5  
 14 sec.

**SIXTH RACE.—For Officers of H.M.S. A.**  
**Long against Long Canoe.** Cup presented  
 by the Members of the Hongkong Club, to  
 rowed in Canton Fours. Distances One M.  
 Entrance \$10.

Station No. 1.—"Audacious"—First.  
 Bow, Mr. A. Barrington. 1st. 12th.  
 Stroke, Lieut. J. B. Goldrich. 10th. 11th.  
 No. 3, Mr. H. Knorr. 9th. 10th.  
 Stroke, Lieut. J. B. Goldrich. 10th. 12th.  
 Cox, Mr. L. Browning. 8th. 9th.

Station No. 2.—"Fleet"—Second.  
 Bow, Mr. G. Gubbins. H.M.S. Swallow 19th.  
 31st.

No. 2, Mr. W. T. Anson. H.M.S. Vigilant  
 10th. 31st.  
 No. 3, Mr. G. V. V. R. Highleigh. H.M.S. Flamingo  
 12th. 4th.

last, 12th, 5th.

Cox, Elliott - W. C. Forsyth, H. M. S. Fly  
7st, 12lb.

"This was a very close race, the boats kept  
work in line, and pulling nearly steady to the  
finish, the boat of Mr. Forsyth, however, was  
Audacious men pulled thirty-nine strokes to  
minute and the Fleet forty; towards the end  
of both had dropped to thirty-six. The Audacious  
men pulled together, each better than the other,  
with a single pull, more training to give them  
a more uniform style. The Audacious dis-  
shed on leaving the village, and won after  
close contest by two lengths. Time, 8 min.

**SEVENTH RACE** - "American Cup," open to  
Members and Honorary Members of the Yach-  
ting Association Club, to be rowed in Canoes.  
Purse, Distance One Mile, Entrance \$100.

1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 168th, 169th, 170th, 171st, 172nd, 173rd, 174th, 175th, 176th, 177th, 178th, 179th, 180th, 181st, 182nd, 183rd, 184th, 185th, 186th, 187th, 188th, 189th, 190th, 191st, 192nd, 193rd, 194th, 195th, 196th, 197th, 198th, 199th, 200th, 201st, 202nd, 203rd, 204th, 205th, 206th, 207th, 208th, 209th, 210th, 211st, 212th, 213th, 214th, 215th, 216th, 217th, 218th, 219th, 220th, 221st, 222nd, 223rd, 224th, 225th, 226th, 227th, 228th, 229th, 230th, 231st, 232nd, 233rd, 234th, 235th, 236th, 237th, 238th, 239th, 240th, 241st, 242nd, 243rd, 244th, 245th, 246th, 247th, 248th, 249th, 250th, 251st, 252nd, 253rd, 254th, 255th, 256th, 257th, 258th, 259th, 260th, 261st, 262nd, 263rd, 264th, 265th, 266th, 267th, 268th, 269th, 270th, 271st, 272nd, 273rd, 274th, 275th, 276th, 277th, 278th, 279th, 280th, 281st, 282nd, 283rd, 284th, 285th, 286th, 287th, 288th, 289th, 290th, 291st, 292nd, 293rd, 294th, 295th, 296th, 297th, 298th, 299th, 300th, 301st, 302nd, 303rd, 304th, 305th, 306th, 307th, 308th, 309th, 310th, 311st, 312th, 313th, 314th, 315th, 316th, 317th, 318th, 319th, 320th, 321st, 322nd, 323rd, 324th, 325th, 326th, 327th, 328th, 329th, 330th, 331st, 332nd, 333rd, 334th, 335th, 336th, 337th, 338th, 339th, 340th, 341st, 342nd, 343rd, 344th, 345th, 346th, 347th, 348th, 349th, 350th, 351st, 352nd, 353rd, 354th, 355th, 356th, 357th, 358th, 359th, 360th, 361st, 362nd, 363rd, 364th, 365th, 366th, 367th, 368th, 369th, 370th, 371st, 372nd, 373rd, 374th, 375th, 376th, 377th, 378th, 379th, 380th, 381st, 382nd, 383rd, 384th, 385th, 386th, 387th, 388th, 389th, 390th, 391st, 392nd, 393rd, 394th, 395th, 396th, 397th, 398th, 399th, 400th, 401st, 402nd, 403rd, 404th, 405th, 406th, 407th, 408th, 409th, 410th, 411st, 412th, 413th, 414th, 415th, 416th, 417th, 418th, 419th, 420th, 421st, 422nd, 423rd, 424th, 425th, 426th, 427th, 428th, 429th, 430th, 431st, 432nd, 433rd, 434th, 435th, 436th, 437th, 438th, 439th, 440th, 441st, 442nd, 443rd, 444th, 445th, 446th, 447th, 448th, 449th, 450th, 451st, 452nd, 453rd, 454th, 455th, 456th, 457th, 458th, 459th, 460th, 461st, 462nd, 463rd, 464th, 465th, 466th, 467th, 468th, 469th, 470th, 471st, 472nd, 473rd, 474th, 475th, 476th, 477th, 478th, 479th, 480th, 481st, 482nd, 483rd, 484th, 485th, 486th, 487th, 488th, 489th, 490th, 491st, 492nd, 493rd, 494th, 495th, 496th, 497th, 498th, 499th, 500th, 501st, 502nd, 503rd, 504th, 505th, 506th, 507th, 508th, 509th, 510th, 511st, 512th, 513th, 514th, 515th, 516th, 517th, 518th, 519th, 520th, 521st, 522nd, 523rd, 524th, 525th, 526th, 527th, 528th, 529th, 530th, 531st, 532nd, 533rd, 534th, 535th, 536th, 537th, 538th, 539th, 540th, 541st, 542nd, 543rd, 544th, 545th, 546th, 547th, 548th, 549th, 550th, 551st, 552nd, 553rd, 554th, 555th, 556th, 557th, 558th, 559th, 560th, 561st, 562nd, 563rd, 564th, 565th, 566th, 567th, 568th, 569th, 570th, 571st, 572nd, 573rd, 574th, 575th, 576th, 577th, 578th, 579th, 580th, 581st, 582nd, 583rd, 584th, 585th, 586th, 587th, 588th, 589th, 590th, 591st, 592nd, 593rd, 594th, 595th, 596th, 597th, 598th, 599th, 600th, 601st, 602nd, 603rd, 604th, 605th, 606th, 607th, 608th, 609th, 610th, 611st, 612th, 613th, 614th, 615th, 616th, 617th, 618th, 619th, 620th, 621st, 622nd, 623rd, 624th, 625th, 626th, 627th, 628th, 629th, 630th, 631st, 632nd, 633rd, 634th, 635th, 636th, 637th, 638th, 639th, 640th, 641st, 642nd, 643rd, 644th, 645th, 646th, 647th, 648th, 649th, 650th, 651st, 652nd, 653rd, 654th, 655th, 656th, 657th, 658th, 659th, 6

After some delay in getting the boats together a good start was made. All the other events with one exception having been reduced to matches was a treat to see three boats come forward.

Thistle pulled evenly at first, and allowed the other two, who kept even, to get a little ahead, but opposite the Police Station she came up, and the other two villages were left behind. A novice boat racer, her boat ground. After the start she was in the lead, and the other two could reach Center had a lead of half a length. Sylph had sheered in and was giving Elfin, who was leading by a length, blackwash, causing her to lose the lead. The village boat was the winner of a light race by two lengths and a half. Woodin put on a good sport at the close, but was too late to do any good. Time 31 min. 22 sec.

**SAILING RACE.**—For all open boats. Chinese and American. Entrance \$2. First Prize, \$25. Second \$10.

Station No. 3, Sallors' Home No. 1.....  
Station No. 1, Mr. Bremers'.....  
Station No. 4, Sallors' Home No. 2.....  
Station No. 2, Mr. Bremers'.....  
Station No. 5, Messrs. Blackhead & Co.'s.....  
Station No. 7, H. M. S. Nassau's whaler.....  
Station No. 6, Yesso's cutter.....  
Station No. 8, Hanson's cutter.....  
Station No. 9, Hanson's cutter.....  
Station No. 10, Monocacy's No. 1.....

The course was from the buoy of Kowloon down to a boat off Green Island, thence to the mark-boof of Chung Hing, back to the Starboard mark-boof, and thence to the buoy of Kowloon. Other mark-boats on the starboard hand. The race started with a light west wind, westerly wind at 11. 32 min. p.m. Lane, Crawford and Co. boat was the first to get underway. Following came the Starboard mark-boof, the Yesso's cutter, the Sallors' Home No. 1, and the Monocacy No. 2. Nassau's boat, on the starboard tack. The Nassau's, Monocacy's, and Yesso's boats did not get their start so quickly. The Monocacy's No. 1 went first to leeward, leaving about 200 yards from the start she saw her mistal, and commenced to beat to windward. When abreast of the Hawaiian flag, Elise, Lane, Crawford and Co. boat, she was under way, for some reason the want to go far to leeward and commenced to lose ground. When abreast of the Danish flag, Nassau's, Blackhead's boat was the first to leeward, leaving Lane, Crawford's in the lead. The Yesso's cutter, the Sallors' Home No. 1, and the Monocacy's boat were the first to fall and went to the Sallors' Home boat. The time of rounding the mark-boof of Green Island was as follows:

	M.	S.
Blackhead's.....	2	30
Sallors' Home No. 2.....	2	31
Sallors' Home No. 1.....	2	39
Sallors' Home No. 1.....	2	35
Bremers'.....	2	40
Yesso's.....	2	44
Nassau's.....	2	52

The Sallors' two boats were behind the other boats. The Sallors' Home boat No. 2 caught a breeze and went ahead about four distances from Blackhead's boat, but she would not keep her lead long as the wind dropped again, and all the foremost boats were again in the lead. The Sallors' Home boat, after laying for some time, got close up, bringing the lot nearly to within half a length of the Sallors' Home boat. Blackhead's boat was the first to catch a breeze which sprung her. The Sallors' Home boat was the first to catch a breeze which sprung her. The Sallors' Home boat was the first to catch a breeze which sprung her.

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heeling over so much that they had to shift  
ballast and hang on to her; westerly side the  
huc up. If the pumps had been going the water  
level would have been getting fast and fur-  
rowed. She and Mr. Bremner's boats were  
watched. The Sallors' Home No. 1 and a  
pump escapee of losing the price of the machine  
have been seen cutting fast water in the  
starboard, but some person on board signalled  
her to go on the other side. She immediately  
squares headed round and after some good  
battering and damage to the hull, she was  
20000, sailed by Mr. Bremner's boat. The on  
of finishing was

Sailors' Home No. 1	43	6
Bremner's	43	22
Sallors' Home No. 2	43	15
Mononey's No. 4	43	00
Ward's	43	00
Lane, Crawford	not	timed
Blackhead's	not	timed
Nessau's whaler	not	timed
Ward's	not	timed
Yacht "Rover" for all Yachts	Entrance	
Time allowed for Tonnage, 15 seconds per		
Cup presented by the Victoria Re- Club.		
Shot No. 4, Mr. J. McLeod's Cutter Naird,	23	tons
Station No. 2, Mr. W. H. Forbes' Cutter	23	tons
Naird 36 tons		
Station No. 3, Mr. W. Smith's Cutter	23	tons
Ward, 22 tons		
Station No. 1, Mr. H. Dickie's Cutter Arid,	7	tons

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again, the entire manœuvre having pro-  
ceeded without a hitch, the Naomti  
mistake and transposing her from the vi-  
ward to the leeward place in the trio. Aral  
was dropping orders, and as the leeward spot  
which they began to travel at a rapid pace  
completely extinguished the chances of the li-  
one. Naomti was going at a great rate. We  
doing entirely well with Naomti and look-  
higher; indeed, when the breeze came, we  
Naomti now came the land so close to leeward  
Naomti had all this time been puffing off pitu-  
led, although a trifle to leeward of the point  
that in spite of this disadvantage she was  
ing and pushed the mark close under her  
Naomti. This was the best part of the match  
as the sailing was concerned, for all had  
much wind as they could carry under way-  
topsails having been taken in and masts and  
Naomti were now the land so close to leeward  
mark she had over-reached somewhat, and Na-  
seeing how easily her opponent could do it, we  
round and weathered the flag comfortably, ga-  
ting thereby a good "pull." We were prob-  
ly Naomti was now in a close passage by  
the mark. The times were—

Naomti	2	16	50
Aral	2	16	30
Wave	2	21	00
Wave	2	23	00

Aral was here so far astern that the umpire  
began to take him into consideration. The Ay-  
Chuanah was all out of sight under the tops-  
sails, and the gale got close to the mark. We  
began to fall lighter, until at last Naomti be-  
gan to get unpleasantly near Naomti. The mark  
was in a very light air at—

Naomti	2	17	50
Aral	2	17	30
Wave	2	21	00
Wave	2	23	00

After getting round all sent up spinnakers, the wind had by this time completely "petered out" and the two boats were in a stark

[illegible]

Some of the merchant ship captains in harbor went on board the British bark Alphonse to see the regatta, but they took it in their heads to have a regatta amongst themselves on the same day, which they did. The regatta lasted for three days, and the guests of the British Prince and the several races were pulled, and they seemed to have enjoyed themselves on board.

In closing the notice of the regatta it may be stated that the regatta was given to the P. & Company for the use of their steamer *Suez*, the tug-ship, and to the Hongkong and Wharfen Dock Company, who placed their boats in the water, and the regatta committee for the covenance of the guests of and from the ship-

THE DISASTER TO THE STEAMSHIP  
"FLINTSHIRE."

The steamer ship *Flintshire* arrived here on  
24th inst. from Singapore, which port she left  
on the 29th November at six o'clock p.m. The  
second day's weather with light winds from the  
north-east breeze, until the 31st, was not  
at all severe. A close sea struck up on  
Saturday morning. The engine was reversed  
without any effect. The captain then was  
in one of the boats, and the vessel was  
drifted down the tongue was fast on  
ground, whilst the stern was found to be aground.  
In such a position it was feared she would be  
lost. The anchor, and the anchor were put  
in, and the vessel was pulled off. The  
threw out the ballast and cargo, but still the  
were of no avail. On the morning of the 1st  
the whole ship was quite dry, and the captain  
and crew were walking upon it. On that day Mr. F. Moran,  
chief officer, Professor Thorne, Mr. Sisti, and  
Chinese passengers, five Europeans and  
about 100 Chinese, were taken on board  
in the lifeboat to Manila for assistance. The  
had a good supply of food. On the 14th it  
sighted the Spanish brig *Victoria*, whence  
the survivors were taken. The *Flintshire* was  
reversed, but the brig did not see them. At  
being in the bay for seven days and seven nights,  
they landed in Manila on the 16th ultimo. The  
captain and crew were taken to the hospital.  
The Consul, who made arrangements for the Span-  
ish steamer *Matien* to go to the *Flintshire*.  
The Chinese and Chinese passengers were taken

the first opportunity. The chief officer, who was the first to see the ship, immediately ordered the two European passengers and crew, to take passage by the *Maclean* boat to the ship, which they arrived on the 19th ultimo at 7.30 p.m. The *Maclean* after towing of the *Phindley* was standing by two hours for the *Phindley* to get from the North-east and a very heavy rain, which commenced last morning for Hongkong, was making water during the whole time and the steam and hand pumps were kept working day and night till her arrival here. She experienced from the Sheel a strong breeze from the North-east and a very heavy rain, which carried away two sails and her fore-gate. The passengers speak very highly of the conduct of the captain and officers throughout the entire period of this unfortunate mishap.

from the coast ports on the 22nd inst. and arrived at the mouth of the river on the 24th. On the 25th ultimo, at a place called Ba-shan about ten miles from the port of Tamsui, a mob of upwards of two thousand Chinese assembled and attacked the Chapel of the Canada Presbyterian Mission, which was burning at the place. The mission threatening the Rev. G. D. MacKay, missionary in charge, that they would kill him unless he immediately left the city. Mr. MacKay fearlessly confronted the mob, and by his intemperate words, the Chinese were easily barred their threat into execution at the choice to do so, but he was not afraid of them and he would not depart. Hearing of the disturbance and the threats that had been uttered by the infuriated mob, the British Consul replied to the Tamsui Tientsin to protect Mr. MacKay against further violence, but the T'ing here only one hundred soldiers to protect his ramshackle mission. Mr. MacKay, however, said he could not spare any men, and in the evening he begged the MacKays to leave the place for the present. This Mr. MacKay stoutly refused to do, and he was still in Ba-shan when the *Bo Mong* left Tamsui. The trouble is said to be the origin of a lot of some quarrel between the Chinese and teachers of the missions belonging to the Mission and the K'istong.

The *Egeria*, a screw sloop, Commander A. Douglas, is under orders and will probably leave this port about the second week in January.

[illegible]



